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ESTABLISHED 1857

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INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

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A. S. WATSON & CO.,
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THE HONGKONG DISPENSARY.

[31]

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DEATH.

On the 1st September, at 7, Woosung Road,
Shanghai, MANHUNG, relative of the late George
L. SKINNER, aged 54 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VUEX ROAD, C.
LONDON OFFICE: 131, FLEET STREET, E.C.

Hongkong, 8th September, 1902.

On the night of the 5th instant the new
British Commercial treaty with China was
actually signed, and another series of the
vacations delays incident to negotiations
between China and foreign Powers came to
an end. There still remains the ratification
of the compact and its acceptance by the
other Treaty Powers, which, however, seems
assured. The United States indeed have
already expressed their approval. As far as
Sir JAMES MACKAY is concerned he has
completed his task, and we add our con-
gratulations to those which he is now
receiving. He and his colleagues may well
feel glad that they have got through a most
arduous piece of work with so much credit.
Nevertheless, we cannot say that the chorus
of praise over the terms which greeted
their announcement at home has been
echoed very heartily by the British mer-
chants out in China. The *North-China*
Daily News, writing just before the signature
of the treaty, alludes again to the two blots
on it in the eyes of the British merchant in
China—one the excise of ten per cent. on
goods manufactured in China, and the
other the duty and surtax of twelve and a
half per cent. on all the supplies imported
for the use of foreigners in China that
were formerly on the free list—and
then goes on to say:—"Passing over
these two objectionable features, the
treaty settles up a number of questions
which Chambers of Commerce have been
agitating for years in China. These
include drawbacks, an uniform coinage,
preferential duties on junk-borne cargo,
the liability of Chinese shareholders in
British companies, river conservancy,

"bonding facilities, protection of trade
marks, opening of new ports, revision of
"mining rules and inland water navigation
"regulations, etc., etc. What is gained by
"these clauses of the treaty must be set
"against what seem to us the objectionable
"features." With this criticism we may
readily agree, and it is only in the con-
cluding sentence of our contemporary's
article that we can see anything from which
to dissent. "Best of all," says the
Shanghai journal, "we are encouraged to
believe that *lekin* will really be abolished."
We should be glad to share in this optimism,
but we do not see sufficient reason for so
doing. When the question of the abolition
of *lekin* was first mooted in connection with
the treaty which has just been signed, the
majority of home merchants inter-
ested in the China trade accepted the
idea readily, but those with the best know-
ledge of China were not sanguine. In the
Far East itself the suggested abolition was
looked on generally as of doubtful practi-
cability, though in itself absolutely desirable.
The further discussion of the treaty seems
to have converted Shanghai to a belief in
the soundness of the scheme, but the most
experienced merchant opinion in this port
hardly agrees with Shanghai's view. It is
felt that the expression uttered not long
ago by the President of the Manchester
Chamber of Commerce was a very sensible
one, when he said that "the word *lekin* was
to be wiped out of the Chinese dictionary."
One hoped that some other Chinese word
might not be found to take its place." The
North-China Daily News itself admits that
it will rest with our Ministers and Consuls
to see that this provision is carried out in
the spirit as well as the letter, and that no
other levy on, or obstruction to, trade is
craftily substituted for it. The responsi-
bility of the Consuls is indeed great, and it is
to be hoped that some of these officials will
be stirred up by it to pay more attention to
commercial affairs than they have done
hitherto. We may be sure that numberless
Chinese office-holders will do their best to
find the substitute for *lekin*, and this deceit
can only be met by the utmost watchfulness
on the part of the foreigners who have
conceded so much to China, in the new
treaty.

The German mail of the 7th ult. was delivered
in London on the 5th inst.

The fourth successive day free from plague
ended at noon on Saturday.

The *Gazette* notifies that information has been
received from H. B. M. Consul at Foochow that
the quarantine regulations there have been
discontinued.

The King's approval of the appointments to
the Legislative Council of the Hon. C. W. P.
Dickson, Hon. C. S. Sharp, Hon. G. W. F.
Playfair, and Hon. R. G. Shewan is notified
in the *Gazette*.

The annual aquatic sports of the Victoria
Recreation Club will be held on Thursday,
Friday, and Saturday of this week, commencing
on the first two days at 4-30 p.m. and on Satur-
day at 4 p.m.

The Chinese youth of 17 who exploded a
quantity of dynamite on board a junk in the
harbour a few days ago, and who, with six
others, was injured, has died in hospital. The
others are doing well.

Messrs. Jensen & Co. inform us that Captain
Barne, of the s.s. *Omba*, spoke the barque
Surguy, of Nantes, on 29th August, in lat.
17.4, long. 113.30; all well. The barque was
bound from Philadelphia to Japan.

The following returns of the average amount
of bank notes in circulation and of specie in
reserve in Hongkong, during August, are cer-
tified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Aus- tralia and China	£7,011,001	£1,000,000
Hongkong and Shanghai Bank- ing Corporation	£3,331,400	£500,000
National Bank of China, Limited	£47,007	£150,000
Total	£10,389,408	£1,650,000

The *N.-C. Daily News* reports a rumour in
Shanghai native circles to the effect that
Minister Tsai Chun's recent action at Tokyo
of calling the Japanese police within the sacred
precincts of the Chinese Legation raised such
a storm of indignation at Peking because of
Tsai Chun's lowering the dignity of China
that numerous strongly worded memorials were
presented to the Throne denouncing the
Minister. The result of this, according to
a despatch from Peking, has been the sending
of an Imperial Edict sternly censuring the
Minister for his conduct, which will probably
lead to H.E.'s resignation.

The Peking Syndicate is proceeding very
satisfactorily with its work in northern Honan,
the *N.-C. Daily News* reports. The earth-work
for the railway has been begun in Weihsai
prefecture, and mining operations are being con-
ducted in Suihsien. The foreign engineers
engaged are being treated in the most friendly
manner by officials and people alike; they are
especially fortunate in that the harvest this
year in northern Honan is a record one—the
best in ten years—and everyone is in a good
temper accordingly, and the engineers have had
no trouble whatever in securing all the labour
they want. Altogether, the outlook is most
promising.

A first-class saloon passenger named A. W.
Michell fell off the *Coptic* on her voyage
from Honolulu to Yokohama, and was drowned.
His ticket was for Hongkong.

An old bungalow belonging to the Imperial
Maritime Customs, and situated on the hillside
between Sanhsui and Kowloon City, was
accidentally burnt down on Friday. It was
unoccupied at the time.

The *N.Y.K.S. Kaga Maru* collided with the
Yokohama Pier on the 24th ult. and did some
damage. It is currently stated in Yokohama
that the owners of the pier are only waiting for
some steamer to pull it down, when it will be
rebuilt with proper strength.

On the voyage to Wosung from Nagasaki
of the *N. Y. K. S. Kaga Maru* a steamer passen-
ger died, presumably of cholera, and was buried
at sea. The vessel was quarantined for two days,
but the first and second-class passengers were
landed at the N. Y. K. wharf, Wosung, on the
evening of the 3rd inst.

The necessity has been advocated that the
army in Netherlands India should only consist
of Dutchmen and natives, and that no
foreigners should be recruited for it. In this
way international troubles would be avoided
and proof given that Holland is not in want of
foreign soldiers for the maintenance of her
authority as a Colonial Power. At the end of
1900 the Indian army had a strength of 13,782
Europeans and 22,996 natives, and of the
Europeans there were 10,898 Dutchmen, 1,216
Belgians, 1,318 Germans, 173 Swiss, 2 French-
men, 89 Luxemburgians, and 56 of other
nations. From these figures it appears that
there were 2,869 strangers; but in 1895 the
army numbered 16,530 Europeans, among whom
were 13,092 Dutchmen, so that it is possible to
obtain this number and to have sufficient
strength.

Commenting on the dissatisfaction alleged to
be felt by the Navy over the distribution of the
China awards, the *London and China Express*
says:—"Surely this is a matter which should
receive the attention of some member of Parlia-
ment. In the meantime it is officially stated
that an announcement will be made at an early
date on the matter. Meanwhile it seems
invidious that distinctions as to which campaign
(the South African or the China) produced the
higher heroism or the greater bravery. The
risks were the same; but the rewards differ.
In the South African affair the Colonial Office
was the intermediary between the Admiralty
and the Treasury; in the China affair the
Foreign Office intervened, and it is on that
department that the Navy must throw the
responsibility for the inadequate recognition of
magnificent service."

The statement made in the British Consular
report on the trade of Foochow for 1901 speaks
of what was the erstwhile leading staple of the
commerce of the port—to wit, tea—as a
vanishing industry. The assertion is only too
true, says the *L. and C. Express*, but at the
same time it is equally true that had there been
more push and go behind the China tea-trade
it need not have descended to the semi-
defunct position that it holds. We have of
late months been told, as a nation, by august
authority, that we must "wake up," there are
signs that we are doing so, and that at least we
are aroused in many directions. We should
like to see some of the re-awakened energy put
into the China tea trade, and some of the same
sort of push that is applied to its rivals also put
behind it. It has medicinal properties, and chemi-
cal properties, that should assist in the effort.

The correspondent of the *N.-C. Daily News*
at Changteh, Honan, when sending the details
of the tragedy at Chichou, mentions that
S.M.S. *Vorwarts* arrived at Changteh from
Chungking on the 15th of August, and H.M.S.
Saige on the 16th. The former returned to
Shanghai on the 18th via the Taipei Canal, and
the latter set out for Yokohama direct. For some
time the channel from the mouth of the Yung
river to Yokohama, directly across the Tungling
Lake from west to east, has been earnestly
sought for by H.M.S. *Woodlark* and other
boats. The correspondent writes that he made
the passage in a native boat last summer, and
on the 18th of August he secured the same
boat captain to pilot the *Saige* across. The old
boatman, the correspondent says, was quite sure
he could do it, as the *Saige* only draws about
three feet. Lieut.-Commander Davidson en-
caded in getting across all right, and it is to be
congratulated on being the first to use the
channel in a foreign vessel.

Messrs. Erich Georg & Co. say in their
weekly share list, dated Hongkong, 6th Septem-
ber:—"The share market has ruled much quieter
during the week under review, and, although
some stocks advanced a little, the feeling at the
close is easier again." Under the head of Min-
ing Shares, they say:—"Panama have been
neglected, and only small sales of ordinary
shares at \$42 have been reported; a telegram
from the mine states that 340 tons of ore
crushed, yielded 67 ounces of gold, letter sent
explaining." On inquiry at the office of the
Company we hear that, although at the first
glance this would appear disappointing, it must
be borne in mind that the manager has been
hampered owing to the unexpected call on him
for a clean up at the end of August, when he
intended only to do so at the end of this month,
and that he has probably not put through a
fair average quantity of ore; secondly, the plates
being perfectly clean must have absorbed some-
gold to put them into condition; thirdly, the ore
would be chiefly surface stuff and the nearest
to hand; for in a letter from the manager
received on 1st instant, he says: "The contribu-
tors have a large body of surface stone for the
open cut at the mouth of the air shaft and bids
fair to keep the head of stamps fully employed
without drawing on our own stock."

The Marquis of Lansdowne has appointed
Mr. Francis Alexander Campbell, C.B., of the
Foreign Office, to be Assistant Under Secretary
for Foreign Affairs, in succession to Sir Martin
Gosselin. Mr. Campbell entered the Foreign
Office in 1871, and has been a senior clerk since
1896. For the last five years or so Mr.
Campbell has been head of the Far Eastern
Department at the Foreign Office.

A Peking despatch to Shanghai states that
hearing of the proposed disbandment of the 1st
Chinese Regiment of Weihaiwei and the high
state of efficiency attained by them under their
British officers, Prince Su, who is Commandant
of the Peking Gendarmerie, it is reported, has
been lately conferring with Sir Ernest Satow
about enrolling one hundred members of the
Weihaiwei Regiment into his highness's
newly-organised Gendarmerie to act as drill
instructors.

M. Beau, Governor-General of French Indo-
China, is now in agreement with his predecessor,
When the appointment was made M. Paul
Doumer, contrary to precedent, took the unusual
course of passing some severe criticisms in the
columns of the Press, with the evident purpose
of instructing the public on the work of
development which had been going on in the
colony during his governorship, and which was
threatened by a successor whose career had
been exclusively diplomatic. M. Beau and
M. Doumer recently travelled together from St.
Petersburg to Paris, and thus had an oppor-
tunity of conferring together for long hours.

Count Matsukata, who has just returned to
Japan with Prince Komatsu, does not flatter
the Trans-Siberian Railway. Referring to his
recent journey over it, he stated, according to
the *Kobe Herald*, that he experienced a great
deal of hardship during the journey. The line
was badly constructed and the carriages were
dirty. It was almost impossible for men to
travel in them. Radical improvements were
urgently called for. As things are no one who
had once travelled on the railway would ever
dream of returning by it. If it was said that
travelling by the Siberian Railway was better
than sitting in a prison-house, he would have to
admit that that was so.

A new fast cruiser is being built in the
Baltic shipbuilding yards at St. Petersburg.
She is intended for scouting purposes and for
carrying despatches to and from the Russian
Pacific Squadron, and will also be used by the
Governor of Kwantung for his sea voyages.
She will be of 3,000 registered tonnage, fitted
with 18,000 h.p. engines and capable of
developing a speed of 25 knots. The vessel
will be armed with quick-firing guns and
torpedoes, and will carry a complement of 400
men. On completion the new cruiser is to be
despatched immediately to the Far East. It
is then proposed to build another cruiser of
similar type for service with the other Russian
squadrons.

In the *Monthly Review* Mr. R. E. C. Long
calls attention to "Russia's latest venture in
Central Asia," wherein he accuses the British
people of being able to think of only one thing
at a time. During the Chinese interregnum
we can thus trace our democratic ten-
dency, Russia then appeared to menace our
interests, and we applied our mind with
diligence to the study of Russia's new position
in Northern Asia. In that position the
Siberian Railway was the most important
factor. A mania set in for describing,
interpreting, praising, and condemning that
railway, as if it were a sort of conquest of China
and assimilation of all Asia compressed into
two narrow ridges of steel. Acres of informa-
tion were supplied to the British public upon
the subject, and the crop, while it fed the
kangry, only served to increase their appetites.
We entirely forgot, however, about India, and
that Russia, when building the Transcaspien
line, knew she was not settling her problem for
Central Asia. It is by Orenburg, the natural
gate to the territory, that she must approach
and it is by this route she has now determined
to move.

The French *Journal Officiel* has a lengthy
decree announcing the formation of what is
called "A Consulting Committee for the
Defence of the Colonies." Ever since 1899
there has existed at the French Colonial Office
a Board of advisors known as the "Technical
Military Committee," whose chief business has
been to give purely technical advice on the
establishment of French coaling stations in her
colonial empire. But French conceptions of
colonial defence have become rapidly of late
much more Imperialistic even than they were
four or five years ago. The experience of
France in Chinese waters has opened her eyes
to a number of things which she did not
previously clearly grasp. The old technical
committee of 1899 has ceased to be competent
to deal with the complicated questions consti-
tuting, arising in the effort to put the French
colonies out of all danger of a surprise. The
Ministers of War, Marine and the Colonies,
therefore, have in collaboration decided on the
new committee, which is composed of three
major-generals from the colonial troops, one of
whom must belong to the colonial artillery;
four brigadier-generals from the colonial troops;
two of whom must be from the colonial artillery;
one general from the army general staff, one
rear-admiral from the naval general staff, and
one War Office official at the head of the department
of colonial troops, and the head of the military
bureau at the Colonial Office. Colonial govern-
ors in active service can also form part of this
Board. Finally, a sub-committee is to report
on all matters which fall within the scope of
the consulting committee.

Lieutenant H. L. Jones, R.M.L.I., is detailed
for service on the China Station.

Captain Imamura Shiroku has been ap-
pointed Commander of the Japanese force at
Shanghai.

Captain J. H. T. Burke, who died off Aden
in June last while commanding H.M.S. *Orlando*,
homeward bound from this station, left estate
valued at £311.

Last month Mr. Chamberlain, in reply to a
question, in the House of Commons, stated that
the cost of the site for the new post office at
Hongkong was \$508,000. He had not yet
received from the Colony the plans nor the
estimates of cost of the new building.

THE GOVERNOR'S RETURN.

His Excellency Sir Henry Blake, G.C.M.G.,
is due to arrive here to-morrow morning at 9
o'clock on board the *Empress of Japan*. Govern-
ment officials and members of the Council are
asked to be present at Blake Pier at 9.30 to
receive His Excellency. A military guard of
honour will be in attendance, and a salute will
be fired.

SUPPOSED MURDER.

What is believed to be another case of murder
occurred in the Colony on Friday afternoon,
when a carpenter named Pau San received
such severe injuries at the hands of other
Chinese that he died not long afterwards. So
far as our information goes, the regrettable
affair was the outcome of a grudge enter-
tained against the deceased by one of several
men now in custody for complicity in the
outrage. This man, it appears, a cook, had
asked the dead carpenter for some wood, and on
his request being refused he went away and
summoned to his assistance nine others, with
whom he returned and committed the assault
which, as alleged, led to the death of the car-
penter and the injury of a coolie who was working
with him, and who, for no apparent reason, was
included in the cook's scheme of revenge. The
police found the two men in a matted bed in
Caine Road at the place where the assault was
committed, but neither would consent to be removed
to hospital. The necessary investigations into
the matter are being conducted.

HONGKONG VOLUNTEER
CONTINGENT.

The contingent, which is expected back to
the Colony towards the end of the present
month, has made rather a good name for itself
at home in the matter of water polo matches,
according to a letter we have received from our
correspondent, dated Alexandra Palace, 8th
August. They won a team race on the 5th,
and on the 6th, at an entertainment provided
at the new Aldershot baths by the London
Rifle Brigade Volunteers, won by the credit-
able score of three goals to nil. The game
was very fast, and told greatly on the Hong-
kong lot, who were out of training; that
they were able to gain such a decisive victory,
however, says much for their natorial capabil-
ities. The team was—Sergeant T. Meek, Field
Battery; Corporal C. E. A. Hancock, Field
Battery; Corporal B. Henderson, Field Battery;
Corporal H. A. Lammert, Field Battery;
Bombardier R. Lapley, Field Battery; Gunner
A. A. Alves, Field Battery; and Gunner
A. E. Alves, Field Battery. The goals were
made by A. Alves (1) and Henderson (2).
Lieut. Armstrong, also of the Field Battery,
was unable to play on account of a recent ill-
ness, the doctor forbidding him to run any risk
of catching a chill.

We are privately informed that a member of
the contingent had a stroke of paralysis whilst
in England, and temporarily lost the power of
speech. The gift was restored again, but he
now stammers, and also shows the effect of the
malady in a contraction of the right side of
the face.

HONGKONG BUILDING CON-
STRUCTION.

An edifying spectacle was afforded on Satur-
day afternoon on one of the new sky scrapers
in course of erection on Praya Central. The
incident was of special interest in view of the
anxiously awaited statement of the Government
dealing with the collapse of houses. Appar-
ently the building contractor had either
failed to build the front wall according to
the architect's plan, or his work was in
some way at fault, for a foreign overseer
was seen ruthlessly demolishing part of
the wall in question. At first the inspector
used his hands and feet quite freely in
knocking down the objectionable wall and, after
a spell, indignantly finished his task with a
crowbar and crowbar. The No. 1 Chinese
who came upon the scene nearly shared the
fate of his wall. The interesting part of the
incident was the absolute ease with which the
wall was taken to pieces. The cement (1) had
dried—it was no doubt used on the supposition
that it was stronger than our noted local
mortar—and as each brick fell a shower of
dust was sent flying. (2) went with it.
One observer, who was a building expert, said
the cement was "made in Germany" and
was "rapidly becoming popular with the
local Chinese" because of its cheapness.
If one new building is stacked up in
this fashion, it cannot wonder at the periodical
collapse of Chinese tenements. "This is
the house that Jack Sin, of Hongkong, built,"
will soon be as well known a legend as "the
domicile erected by Jack," and the community
should be devoutly thankful that even mild
earthquake shocks nowadays are unknown to
the Colony; the only force that really threatens
destruction is the heavy salting during the
annual visit of the fleet.

TELEGRAMS.

"DAILY PRESS" SERVICE.
FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

* SHANGHAI, 5th September, 11.45 p.m.

THE ANGLO-CHINESE
SIGNED.

The Anglo-Chinese commercial treaty was
signed to-night.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th September, 8.40 p.m.

A STARTLING SUGGESTION.

The St. Petersburg journal *Sviet*, dis-
cussing the world's naval arrangements,
urges that in face of the Anglo-Japanese
combination in the Pacific Russia must
concentrate her energies on outwitting the
fighting strength of her present squadron
in Chinese waters.

GENERAL NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 6th September, 8.40 p.m.

JAPAN AND SOUTH AFRICA.

The Japanese Minister of Commerce has
arrived at Pretoria. It is understood that
his mission refers to the question of the
immigration of Japanese agriculturists into
South Africa and also to the import of
Japanese products and the possibilities of a
direct steamship service between Japan and
the Cape.

* Delayed in transmission.

REUTERS'S SERVICE.

LONDON, 4th September.

PRESIDENT ROOSEVELT'S NARROW
ESCAPE.

A brake in which President Roosevelt and
a party of friends were driving near Pittsfield
(Mass.) came into collision with an electric car.
President Roosevelt escaped with a few bruises,
but several of the party were more seriously
injured, and a doleful accompanying the
President was killed. The driver of the brake
had his skull fractured.

MACAO.

[FROM OUR CORRESPONDENT.]

MACAO, 6th September.

Last week there was an unusually large influx
of visitors both from Hongkong and from
Canton, but now the town is much quieter again.
The British gambler *Robin* is here until the
beginning of next week, when she will proceed
up the West River to Shanahai. Mr. and Mrs.
Seaton left last week by the *Kumano Maru* for
Japan, whence they are expected back early in
October.

NEW OFFICIALS.

The new Governor of Macao has delayed his
departure from home, but both he and the
Attorney-General will probably be here before
the end of next month.

A LOCAL ENTERTAINMENT.

There are so few entertainments provided here
that it was pleasant to see the announcement
of an amateur entertainment (singing and the-
atricals) for this evening in the concert hall of
the Union Club. It is in aid of a local orphan-
age, and perhaps some Hongkong visitors may
contribute to attend; they will certainly find it a
more profitable investment than an evening at
fantasy. It is hoped also that some support may
be forthcoming from Hongkong for a grand
bazaar which is being arranged for the early
part of October.

UNWELCOME VISITORS.

Nothing has been heard lately of any further
designs on the part of France or other nations
upon the tranquillity of Macao. Last month
two Russians came to stay at one of the hotels
for a week and spoke mysteriously of Russian
enterprises which would end in the acquisition
of India and China; however, they themselves
appeared to have no greater ambition than to
obtain a place in the Chinese customs dispen-
sary in this—once they were unable to speak
the despised English language—they went off
without troubling to pay their hotel bill, leaving
behind neither documents nor baggage of any
material value.

THE TRANSPORT "MAGDA".

The British transport *Magda*, (Captain
J. W. Livy) arrived in the harbour on
Saturday morning from Tientsin, and called
yesterday for India. She was four days over-
due, having had to seek shelter from a typhoon
soon after leaving Shanghai. On board there
are the 2nd (Queen's Own) Rajputa, consisting
of 945 native troops and followers. The eleven
European officers with the regiment are—
Colonels O'Sullivan and Harris, Captains F. A.
Smith and A. T. Smith, Lieutenants W. and
McClerty, Sgt. Leckie, Hon. A. C. O.
Murray and G. B. Bird, Major Robert J. B.
Captain Hunter, 13th Bn., and Lieut. Col.
Kitchin, 13th Bn.

PRESENTATION TO MAJOR-GENERAL GASCOIGNE.

SOUVENIR OF THE KING'S PARK.

The members of the Coronation Committee met in the Legislative Council Chamber at noon on Saturday for the purpose of presenting H.E. Major-General Gascoigne, K.C.M.G., with a memento of the occasion of his turning the first sod of the King's Park at Kowloon on Wednesday, August 1st. Besides His Excellency, there were present—Lady Gascoigne, Hon. Mrs. Bertie, His Honour W. Meigh Goodman, Mrs. Goodman, and Mrs. Goodman, Hon. F. H. May, C.M.G., Hon. Sir H. S. Berkeley, Hon. Dr. Ho Kai, C.M.G., Capt. Hon. H. W. Trefusis, Hon. W. Chatham, Hon. Dr. Clark, Hon. C. S. Sharp, Hon. B. Shaw, Hon. C. W. Dickson, Hon. G. W. F. Playfair, and Messrs. F. J. Bailey, E. A. Hewitt, D. E. Brown, R. C. Wilson, H. N. Mody, E. H. Sharp, W. Post, W. Dauby, A. J. Raymond, A. H. Skelton, T. H. Reid, Fung Wa Chan, and R. F. Johnston.

His Honour the Chief Justice, chairman of the Committee, in presenting His Excellency with a memento of the occasion, said:—Your Excellency, I believe it is the usual custom at such functions as the laying of a foundation stone to present the gentleman with a memento of the occasion. When your Excellency was good enough to turn the first sod of the King's Park at Kowloon, the only memento you used was a spade and a wheelbarrow. Now, a spade is not a thing one would specially select for presentation. The proverb "Call a spade a spade" rather suggests that there is no romance. And, indeed, at first sight it might seem that a barrow was not an object easily lending itself to artistic treatment by a silversmith. But we consulted Mr. Turner, and in the event a charming sketch of an ornamental barrow, which we put into the hands of a local British firm to reproduce as a silver table-ornament. Unfortunately, that firm was dependent on Chinese workmen, and although the Chinese are most ingenious and clever in the production of silver ornaments of a class with which they are familiar, on this occasion the result was most unsatisfactory. Your Excellency will remember that on 6th August, when, after the very successful presentation of the barrow, we were at last favoured with a fine afternoon, and the first sod of the King's Park was successfully turned. I informed you that the Committee regretted that the barrow you had intended to present was not yet finished, but that we hoped to be able to hand it to you a little later on. It is but right that I should say that both the honorary secretary and I have done all we could to expedite the completion of the barrow; but after much waiting it became quite clear, early this week, that the work was being unreasonably delayed. It indeed, the Chinese workmen were unable to satisfactorily execute the order at all. Your Excellency's terms of administration of the Government of this Colony is nearly over, and in the result we felt obliged to abandon the idea of getting the barrow at all. We therefore ask you to accept a memento of another kind instead, and beg your acceptance of a silver bowl which, at least, a creditable specimen of Chinese workmanship and design, and which, bears a little inscription commemorative of the King's Park. Allow me to add that we should remember the kind manner in which you have accepted the barrow, and your Excellency came forward on that occasion to make the function a success, in spite of the fact that on three successive previous occasions it had had to be postponed. (Applause.)

His Excellency, who on rising was greeted with applause, said in reply—Chief Justice, I beg to thank you most heartily for the very kind words you have addressed to me, and gentlemen, I beg to thank you with my whole heart for the kindness with which you have received these presents. I cannot sufficiently express myself in gratitude for the princely present, this very handsome, beautiful bowl, which you have presented to myself and my wife. Believe me when I say that we shall ever regard it not only as a souvenir of the Coronation, but will most precious to us, as a souvenir of the universal kindness, the universal friendship, and the universal good feeling which she and I both have experienced during the four happy years we have spent in Hongkong. Gentlemen, when I look back to the Coronation I confess that I am very proud indeed to have been associated with you at that period. It was a very anxious period. First of all we had the deep anxiety—the deep national anxiety—which we shared with the rest of the Empire. That happily passed away, but after it had gone we had our own minor anxieties, occasioned, as the Chief Justice has said, by the unusual inclemency of the weather. I certainly never remember, since that season that I am right in saying, the worst season within the recollection of many of you who can date back for longer than I do myself. Still, it is a pleasant thought to me to think that in spite of the utmost difficulties—because we had great difficulties to encounter—we successfully carried out every item of our original programme. It is true that two of the items were somewhat marred by the heavy rains that came on. The children's tea was one of them, and the children's tea was one of them. In the middle of it, a very large number of children came, although had it not been for the rain we should have had a good number more. Still, it was a great success. The other item, which I regret still more, because it was the people's night, was the marionette of the night of the illuminations. The illuminations were undoubtedly marred towards the latter end by the fearful rain that came down. But I am glad to think that there was a couple of hours during which the people had an opportunity of seeing for themselves what had been done for them by the energy and the brain of man to do, backed up by money, was done, and the people were able to see for themselves that that was the case, although unfortunately the latter part of it was marred. With these two exceptions, after many postponements to hinder us, as the Chief Justice has just said, the Committee still stood to their programme manfully; and I am proud and glad to think we carried through every item of it. It will be a long time, and I will cherish this very happy souvenir long after our names are forgotten to us—(cries of "No, no!")—and it will be a souvenir to us not only of the Coronation of King Edward VII. but also a recollection of the great kindness and friendship we have received here in Hongkong. (Applause.) I wish to say one thing before I conclude, and it is this: I was immensely impressed by the generosity and liberality with which the people here have responded to the Committee's appeal for subscriptions by the Chinese. It was no matter of surprise to me that this should be so, because whether money is wanted

for any public purpose Hongkong has certainly shown itself ready to take more than a front place; but I do think, seeing the difficulties we had to overcome, that for the people to come forward in the liberal and generous way they did with their money was certainly a marvellous exhibition of liberality and generosity. Gentlemen, I do not want to detain you any longer, but believe me when I say that this bowl far exceeds in magnificence anything we could have expected in any sort of way as a memento of the small trouble myself and my wife took at that time. I am deeply grateful to the Chief Justice, who, at my earnest request, took upon himself, with his very many other duties, the immense amount of labour required by being chairman of that Committee, and to the executive officers and to the hon. secretary especially—(applause)—my thanks are due. There is no doubt that these gentlemen undertook an enormous amount of personal trouble, and I think we may congratulate ourselves, as I said in the Legislative Council only the other day, that in spite of all the difficulties, in spite of the drawbacks, Hongkong carried itself with a dignity befitting such a rising and such a prosperous Colony. Gentlemen, I beg to thank you with my whole heart. (Applause.)

THE CHENCHOU MURDER.

A correspondent sends to the N.C. Daily News the following details of the murder of Messrs. Bruce and Lewis at Chenchou. He dates his letter Changtch, Hunan, 18th August:—

The teacher and cook have arrived from the above city and from them we have the following additional information, concerning the murder of Messrs. Bruce and Lewis on the 15th of August. For weeks the cholera has been depopulating the cities along the Yuan River. In Changtch they died daily by the score, and from reliable reports the same can be said of the cities west of here. Chenchou is built on a hillside and in the centre of the city is a famous spring from which the people obtain much of their water. This was reported to have been poisoned by the foreigners and hence the high death-rate. For a few days before the trouble, talk of evil intentions could be freely heard on the street, but the foreigners did not consider it of sufficient importance to speak to the officials about it.

On Friday afternoon, about 3 o'clock, Mr. Lewis was studying with his teacher and Mr. Bruce was in his room across the hall, when, "in an instant," the house and street became crowded with people. Mr. Bruce at once sent the Chin for protection, but it was too late. They drew him by the hair out of the room and into the yard where, with clubs, stones, knives, swords, and tortures, they soon killed him. Mr. Lewis and his teacher went out at the back door into the yard and started to climb up an old shed, when a stroke from a club brought the former to the ground. With the same instruments as used above his body was soon beyond recognition. Eyes were knocked out and the bodies otherwise mutilated beyond recording here. After this the mob destroyed all foreign books and other articles they could not use. The French and English were broken open, but not any of the poison could be found. When the crowd had almost disappeared, the Chin arrived and had the bodies moved into their respective rooms.

A few facts are worthy of notice. (a)—On the same street and a few doors away were stationed soldiers for their protection. (b)—To the rear and adjoining the mission compounds was a military camp. (c)—The French and English yamens were within a reasonable distance to grant relief. (d)—The Chinese was the same man who was in Changtch in 1900 and refused to turn his hand to help us. It remains to be seen whether such a man shall be allowed to direct the affairs of a district in which foreigners reside. The deputy postal clerk from Yochow was in the city and had just established an office and intended to open other offices in the principal cities between there and Kweichow. After the mob left the chapel, they demolished the office, and beat the clerk and postmaster, who the former will likely die as a result of his injuries. The postmaster is the son of an influential and friendly military official of Changtch.

The N.C. Daily News also publishes the following letter, dated 19th August, which was received by the Rev. J. W. Stevenson, Deputy Director of the China Inland Mission, from Mr. H. B. Stewart, then en route to Chenchou:—

I am nearing Tsienan, and as part of my guard will be changed there, I propose to write such particulars of the death of our friends as I was able to obtain since Sunday. Mr. Bruce's coach, which reached us at 3 p.m. on Sunday, having come down in a day and a half. After questioning him closely I concluded that there could be no doubt of our friends being dead. I informed Captain Davidson of the Sloop of the matter, and as Chenchou was on the German boat, we immediately went across and reported the matter to him. He himself made a copy of Chang's letter, protested his own sorrow, said it was an offence against God, but it came under the jurisdiction of Chenchou. To this I readily assented; but suggested that I intended to go to Chenchou it was his duty to see that I was sufficiently protected, and properly received at my destination. He replied that they would do whatever I wished, and requested me to go to the house, who would make all arrangements. I did this, and the Hsien promised to do everything. About 9 p.m. he sent word that they had secured a boat, but the point of it was that we would have to go to the mandarin to do as he pleased. Later, as the boat provided was unsuitable, I requested that it might be changed, and this was immediately done. A gunboat will escort me right through, and relays of the soldiers who, I understand, are to attend to my personal wants. I thought it best to make it clear that I was to be sent officially, fearing that otherwise I should have access to the officials at Chenchou. On Monday morning, while I was waiting on the British gunboat, my boat to be changed. Mr. Tsai, Mr. Bruce's teacher, arrived, and from him I was able to gather some details. Here let me say that in addition to the evangelist's letter, I now have accounts from four men. These men all came down at different times, and each one tells the same story. There is a slight variation as to the manner of Lewis's death which I shall relate again. Mr. Tsai, the teacher, says that

rumours to the effect that the foreigners had poisoned the wells had been for some time, the story being that he, Tsai, had been hearing of it from the foreigners to carry out their evil designs. Our friends were frequently urged to go to the yamen, but just as often refused to do so, saying, "Our trust is in God; there is no need to run away." They also frequently had prayer with the Christians. At 3 p.m. on Friday, 15th August, Bruce evidently realised that trouble was brewing, for he sent to the yamen for help. I have just questioned the cook as to what it was that caused Mr. Bruce to send for help at that particular time, and the word had come that the shops on the streets were putting up their shutters, and that men were assembling to kill the foreigners. The man left for the yamen immediately, but he had not been gone ten minutes before the people arrived. Before he got back all was over. Mr. Tsai says that when the crowd came Mr. Bruce went to the door to speak to them, and was attacked at once. Mr. Tsai went to his help, but he was seized and his clothes torn. I asked him if Bruce called out, or said anything at all. He says he called out something, but doesn't know what it was. Bruce must have fallen very quickly. He was beaten with sticks and struck with swords until he was covered with wounds; his face was battered beyond recognition. Tsai seems to have saved his head from sword cuts by means of Mr. Lewis's wash basin. Mr. Lewis, hearing the rush, ran to the back, and clambered to the top of a small shed. Just here the crowd came, and he was killed. The cook says that Lewis, hearing that Bruce was dead, seemed to lose heart and came down. He was at once killed and mutilated. Tsai says that just as Mr. Lewis got to the roof he was appeared and fell down, being killed at once. As Tsai's story is corroborated by two others, I take it to be the true one. One man says that as Mr. Lewis fell he looked heavenward and seemed to be praying.

Tsai, the teacher, escaped with a few bruises; Chang, the evangelist, is badly injured, but decided to stay by the dead bodies until some one could arrive. When the Fu reached the chapel, half an hour after being sent for, he found Mr. Bruce's body lying in the middle of the street. He took hold of his head to ascertain if he were still alive; finding him to be dead he ordered the body to be carried into the hall. Later, the Hsien provided coffins. All the men who have come down greatly blame the officials, especially the military yamen, who, they say, simply shut their eyes to what was going on. There is a military yamen which have saved the place, but the officials refused to send them. Another officer said he could not send men without orders from the Fu. The Hsien had plenty of work to save the Imperial Post Office. He arrived just in time to save the life of the post clerk, a Eurasian. If my informants are to be believed, he is about the only one of the officials who acted with any promptness.

In addition to Mr. Chang, two other church members were injured. The evangelist, teachers, and some church members seem to have stood loyally by our friends. On the day of the riot, just after breakfast, the evangelist for the last time exhorted them to escape. Mr. Bruce replied: "We are not at all afraid, but if you have any fears go and stay in the Hsien yamen." And the old man, knowing all the danger, stood by right to the end. I asked Mr. Tsai if he would go back with me, but he had been badly scared and was unwilling to do so. He asked me to delay three or four days until things became quiet again. But with Mr. Chang waiting for some one to bury the dead, and not knowing when Quimabach would be back, I determined to go on. No doubt by the time I arrive the reaction will have set in, and things will be quiet. If no place suitable for permanent burial can be found within two or three days I will have the bodies interred temporarily. In the meantime I will gather as much information as possible. I already have the name of the man in whose opium shop the plans were arranged.

UNIVERSAL TRADING CO., LD.

The following is the report of the general manager for the year ending 30th June, 1902, for presentation to the shareholders at the second ordinary annual meeting of the Company to be held at the registered office of the Company, 4, Des Vaux Road Central, on Friday, the 12th September, at noon.

Gentlemen, I beg to submit to you the report and statement of accounts for the year ending 30th June, 1902.

The net profit for that period amounts to \$33,847.75. After deducting the interim dividend of 6 per cent. paid on the 21st January last, there remains a balance at credit of \$22,500.00, less account of \$11,655.25, which it is proposed to carry forward to credit of new account.

The accounts have been audited by Mr. W. Hutton Potter, who offers himself for re-election.

ELIAS KADOORIE, General Manager.

Hongkong, 5th September, 1902.

The accounts are as follows:—

BALANCE SHEET.

For the year ending 30th June, 1902.

Capital—

8,625 shares of \$20 fully paid up 172,500.00

1,375 shares of \$5 paid up 6,875.00

Reserve fund 10,000.00

Due to general manager 3,716.75

Sundry creditors 22.00

Balance of profit and loss 11,655.25

\$204,800.00

ASSETS.

Loans 319,097.79

Cost of property in Shanghai 82,733.17

Hongkong and Shanghai Banking Corporation 2,543.72

Cash on hand 93.30

\$404,473.98

PROFIT AND LOSS.

Charges 5,978.13

Furniture account depreciation 600.00

Interest dividend 22,765.20

And other fees 100.44

Balance 11,655.25

\$40,000.00

Balance brought forward from 1901 37.18

Interest on loans 40,122.70

\$40,000.00

BEWARE

of the Party offering imitations of

MACNIVEN & CAMERON'S PENS.

They come as a boon and a blessing to men.

The Pickwick, the Owl, and the Waverley Pen.

Sold at all Stationers.

MACNIVEN & CAMERON, Ltd., Waverley Works,

Edinburgh.

1899-5

LATE TELEGRAMS.

NEWS VIA CABLE.

SOUTH AFRICA.

A Pessimistic View.

The Times publishes an alarming telegram from its correspondent at Cape Town, who takes a pessimistic view of the present situation, and believes that the worst fears of those who advocated the suspension of Parliamentary Government are on the eve of being realised.

THE REMOVAL OF BODILS.

In connection with the removal of the Major Studders and four others were charged at Kulu to-day with conspiring to unlawfully obtain the King's memento. They have been remanded for a week.

THE "DRAYTON GRANGE."

A staff-officer on the Drayton Grange has corroborated the allegations of overcrediting.

GENERAL NEWS.

FRANCE AND CANADA'S PREMIER.

The French Government is paying marked attention to Sir Wilfrid Laurier, who has been entertained at several public functions. He has an audience with M. Delcassé to-morrow, regarding reciprocal trade between France and Canada, and the joint subsidising of a direct line.

M. Delcassé received Sir Wilfrid Laurier to-day, and conferred with him for thirty-five minutes.

THE SHAH IN ENGLAND.

The Shah reviewed the Royal Horse and Field Artillery at Woolwich, totalling 109 guns. He luncheoned with the officers, and inspected the arsenal. Lord Roberts was present.

The Shah has placed a wreath on Queen Victoria's tomb at Frogmore, and visited Windsor Castle. He witnessed the fireworks at the Crystal Palace in the evening.

HOME POLITICS.

The Conservative papers admit that the Severn election indicates a considerable discontent with the Government, and attribute the defections mainly to the campaign against the Education Bill and the Corn Tax.

IS QUEEN ALEXANDRA ILL?

The Daily News says it is reported that Her Majesty the Queen is not in a very good state of health as her nerves have been unstrung by the recent trying events. It is hoped that the cruise will restore her health.

THE COTTON WEAVER OF EGYPT.

Count Gleichen, lecturer at Manchester under the auspices of the British-grown Cotton Association, said that it was possible to grow an unlimited supply of cotton on the banks of the Nile and its tributaries. The Sudan Government would let suitable land on the easiest terms. He admitted that the labour question was at present rather difficult, but he anticipated an improvement.

CRICKET.

Yorkshire beat Middlesex by four wickets. Essex beat Hampshire by eight wickets. Nottingham beat Lancashire by an innings and 65 runs. The Australians beat Kent by 89 runs. Derbyshire beat Essex by 15 runs. The Surrey Worcestershire match has been abandoned owing to rain.

COREA.

Chemulpo, 25th August.

As it is now some considerable time since I last wrote to you, I think I had better delay no longer in doing so, although there is really nothing special at present to address you about. Matters here have been very tame indeed, and the most interesting item of news that occurs to me at the moment, is that in the latter part of July we were honoured by certain visits from distinguished naval officers. First came the French Admiral, escorted by a smart-looking flying squadron of cruisers, and then followed the British Admiral with at least an equally good-looking lot of ships. Neither of these distinguished officers made a long stay at our little port, however, but having looked in casually, as it were, hurried on, per railway express to Seoul, where they were received in audience by the Emperor. On their return to Chemulpo, they at once re-embarked on board their respective flag-ships and departed on their cruise. Scarcely had they taken their departure when we were visited by the American Admiral, an officer, I believe, of Cuban renown. His squadron consisted of four splendid-looking vessels, specimens of marine architecture in all respects worthy of the flag they flew. What made their visit the more acceptable was the fact that they made quite a considerable stay, remaining here for the Coronation festivities and winning golden bouquets from their British friends by the courtesy of the Admiral in allowing the "splendid" band of his flagship to supply the music incidental to that celebration. It really seemed to us as if the gallant officer had remained for the sole purpose of paying this compliment to his British brethren, because he and his ships left the port next morning.

THE CORONATION FESTIVITIES.

Of the Coronation Festival itself it is now time to speak more particularly. It must be remembered that the British community of Chemulpo numbers at most a score including, perhaps, half a dozen ladies, and this little body of patriotic citizens of a great Empire amidst the highest laudation for celebrating an event of national and historic interest in a befitting and generous manner. To two of the ladies who undertook and carried out in a very perfect way all the arrangements for the banquet, praise is due in an especial degree. The programme opened with a Coronation Service in the British Chapel, which lasted from 10 to 11 o'clock. Then came a reception of the whole foreign community and a large section of the native population as well as the British. All the arrangements for the banquet, praise is due in an especial degree. The programme opened with a Coronation Service in the British Chapel, which lasted from 10 to 11 o'clock. 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1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

OCEAN STEAM SHIP COMPANY, LD.

FROM		OUTWARDS.	STEAMERS	DUE
GLASGOW	and LIVERPOOL	.....	"NESTOR"	On 8th September.
GLASGOW	and LIVERPOOL	.....	"MACHAON"	On 18th September.
GLASGOW	and LIVERPOOL	.....	"ACHILLES"	On 25th September.
GLASGOW	and LIVERPOOL	.....	"HEMELAUS"	On 1st October.
GLASGOW	and LIVERPOOL	.....	"AGAMEMNON"	On 9th October.

FOR		HOMEWARDS.	
	STEAMERS	TO SAIL.	
LONDON	"DARDANUS"	On 18th September.	
LONDON	"DIOMED"	On 30th September.	
LIVERPOOL	"NESTOR"	On 14th October.	
(Taking Cargo at London Rates)	"PYRRHUS"	On 20th September.	
The S.S. "LAERTES" left Singapore on the 31st ult., and is due here on the 6th inst.			
The S.S. "NESTOR" left Singapore on the 3rd inst., p.m., and is expected here on the 8th inst.			

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

FROM		OUTWARDS.	
STEAMERS		DUE	
GLASGOW and LIVERPOOL...	"KAISOW"	On 18th September.	
GLASGOW and LIVERPOOL...	"HYSON"	On 2nd October.	

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"RYSON"	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MOJI and KOBE	"CHINGTU"	On 8th September.
SWATOW, CHEFOO and TIENTSIN.	"KWEIYANG"	On 8th September.
SHANGHAI and CHINKIANG.	"HANGCHOW"	On 9th September.
MANILA	"SUNGKIANG"	On 10th September.
THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRIS- BANE, SYDNEY and MEL- BOURNE	"CHANGSHA"	On 18th Sept at Noon.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports and other Australian Ports.

See by special Advertisement.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 6th September, 1902.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.	STEAMERS	LEAVING
TAMSAI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 14th
AND AMOY	T. OGATA	September.
FOOCHOW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 10th
AND AMOY	T. GOTO	September.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 17th
AND AMOY	T. SATO	September.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tsimshui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

T. ARIMA,
Manager.

Hongkong, 5th September, 1902.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.
STEAM TO SHANGHAI.

THE Company's Steamship

"TIROL" will be despatched for the above places on WEDNESDAY, the 10th inst., at 4 p.m.

This Steamer has special accommodation for Passengers, Electric Light, and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents.
Princo's Building,
Hongkong, 4th September, 1902.

NAVIGAZIONE GENERALE
ITALIANA.
(Florio and Rabatino United Companies.)
STEAM FOR BOMBAY VIA SINGA-
PORE AND PENANG.

Having connection with Company's Mail Steamer to ADEN, SUVA, PORT SAID, ALEXANDRIA, NABATIA, LEBANON, and GENOA, also VENTURA, TRIPOLI, and MEDERRANEA, ADRIATIC, LEVANT, and SOUTH AMERICAN PORTS up to CALTA.

(Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BAHCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship "BISAGNO" will be despatched as above on THURSDAY, the 11th inst., at Noon.

For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong 5th September, 1902.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES
MARITIMES
PAQUEBOTS-POSTE FRANCAIS.FOR SHANGHAI, NAGASAKI, KOBE
AND YOKOHAMA.
THE Company's Steamship

"OCEANIE" will be despatched for the above ports on about the 13th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.
Hongkong, 2nd September, 1902.

THE RUSSIAN EAST ASIATIC
COMPANY, LIMITED.
FOR PORT ARTHUR AND
VLADIVOSTOK.

"MANCHURIA" will be ready to load here on the 6th September, for up to the above ports, and will have quick despatch.

For Freight or Passage, apply to
MELCHERS & CO.,
Agents.
Hongkong, 29th August, 1902.

FOR SAMARANG AND SOURABAYA
VIA MAKASSAR.
THE Steamship
"PICCOLA" will be despatched for the above ports on WEDNESDAY, the 10th inst., at Noon.

For Freight or Passage, apply to
EAST ASIATIC TRADING CO.,
Agents.
Hongkong, 5th September, 1902.

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1902

"HEATHBURN" ... About 11th Sept.
"AFRIDI" ... 20th Sept.
"HIGHLAND CASTLE" ... 27th Sept.
"LOTHIAN" ... 11th Oct.
"LOWTHER CASTLE" ... To follow.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 3rd September, 1902.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA.

THE Company's Steamship
"ZAFIRO" will be despatched for the above port on FRIDAY, the 12th inst., at 4 p.m.

Highest class Passenger Steamers, high powered, newest and most up to date on the run. All Accommodation admirable. Electric Light and all other modern improvements. A Surgeon is carried.

For Freight or Passage, apply to
SHEWAN TOMES & CO.,
General Managers.
Hongkong, 4th September, 1902.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"AFTON" will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 23rd August, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EASTERN" will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 8th September, 1902.

NATAL LINE OF STEAMERS.
THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 5th August, 1902.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Chartered Steamer
"GLENSHIEL" will be despatched as above on SATURDAY, the 13th inst., at 3 p.m.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 p.m. To-day, the 8th inst.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 4th September, 1902.

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rabatino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th inst., will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 3rd September, 1902.

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship
"BENALDER" will be despatched as above on or about the 13th inst.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd September, 1902.

CHINA NAVIGATION CO., LD.
HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF
CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which
can be obtained on application to the
Underigned.

NEAT SAILINGS.
"CHANGSHA" ... leaves on 12th September.
"CHINGTU" ... " 29th
"TAIYUAN" ... " 24th October.
"TSINAN" ... " 15th November.

Superior accommodation and ship. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
AGENTS.
CHINA NAVIGATION CO., LD.
Hongkong, 27th August, 1902.

SHEWAN TOMES & CO.'S NEW
YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFTON" will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 23rd August, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EASTERN" will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 8th September, 1902.

NATAL LINE OF STEAMERS.
THE Underigned GENERAL AGENTS
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are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
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service home to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.

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E. A. HEWETT,
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Hongkong, 4th September, 1902.

NAVIGAZIONE GENERALE
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NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th inst., will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 3rd September, 1902.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON
AND ANTWERP.

THE Steamship
"PEMBROKESHIRE" will be despatched as above on or about the 13th inst.

For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 2nd September, 1902.

CHINA NAVIGATION CO., LD.
HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF
CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY
20 DAYS.

Saloon Passengers carried at SPECIALLY
REDUCED RATES, particulars of which
can be obtained on application to the
Underigned.

NEAT SAILINGS.
"CHANGSHA" ... leaves on 12th September.
"CHINGTU" ... " 29th
"TAIYUAN" ... " 24th October.
"TSINAN" ... " 15th November.

Superior accommodation and ship. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
AGENTS.
CHINA NAVIGATION CO., LD.
Hongkong, 27th August, 1902.

SHEWAN TOMES & CO.'S NEW
YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"AFTON" will be despatched for the above port on SATURDAY, the 20th September.

For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 23rd August, 1902.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and
QUEENSLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)

THE Steamship
"EASTERN" will be despatched as above on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stevedore and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 8th September, 1902.

NATAL LINE OF STEAMERS.
THE Underigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
South Africa, in connection with INDO-
CHINA STEAM NAVIGATION CO.'s fortnightly
service home to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.

For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 5th August, 1902.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Chartered Steamer
"GLENSHIEL" will be despatched as above on SATURDAY, the 13th inst., at 3 p.m.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 8 p.m. To-day, the 8th inst.

Goods not cleared by the 10th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 a.m. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT,
Superintendent.
Hongkong, 4th September, 1902.

NAVIGAZIONE GENERALE
ITALIANA
(Florio and Rabatino United Companies.)
NOTICE TO CONSIGNEES.
FROM BOMBAY AND SINGAPORE.
THE Steamship
"BISAGNO" having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 9th inst., will be subject to rent.

CARLOWITZ & CO.,
Agents.
Hongkong, 3rd September, 1902.

Bengali, French gunboat, 539 tons, Lieut. Fild.

at Paldai

Bobr. R. asian gunboat, 950 tons, 2 guns, 1,150 h.p. Capt. Dobrovolsky, at Hikoato

Brooklyn, American (flagship) armoured cruiser, 10,000 h.p., Capt. C. C. at Manila

Bussard, German cruiser, 1,500 tons, 8 guns, 9,000 h.p., Capt. Lohse, at Saigon

Chasseloup Laubat, French cruiser, 3,800 tons, 14 guns, 13,500 h.p., Capt. D. du Fourmet, at Saigon

Comete, French gunboat, 729 tons, Capt. P. Decades, at Saigon

Decades, French gunboat, 690 tons, 6 guns, Capt. Lesmeur, at Saigon

D'Entrecasteaux, French flagship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fourmet, at Saigon

Descartes, French cruiser, 4,000 tons, 18 guns, 9,000 h.p., Capt. de Sars, at Saigon

Dimitri Donosky, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Seur, at Saigon

Diu, Portuguese gunboat, 729 tons, Capt. P. Dou Jao de Austria, American gunboat, Com. Bowman, at Manila

Eclair, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Saigon

Eclair, French cruiser, 4,000 tons, Capt. Adam, at Saigon

First Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Friederich, en route Tientsin

Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbenin, at Port Arthur

Geier, German cruiser, 1,000 tons, 8 guns, Comdr. Hilsmann, at Saigon

General Alava, American gunboat, 1,800 tons, Lieut. Comdr. W. F. Halsey, at Saigon

Gremitsch, Russian gunboat, 1,492 tons, 2 guns

